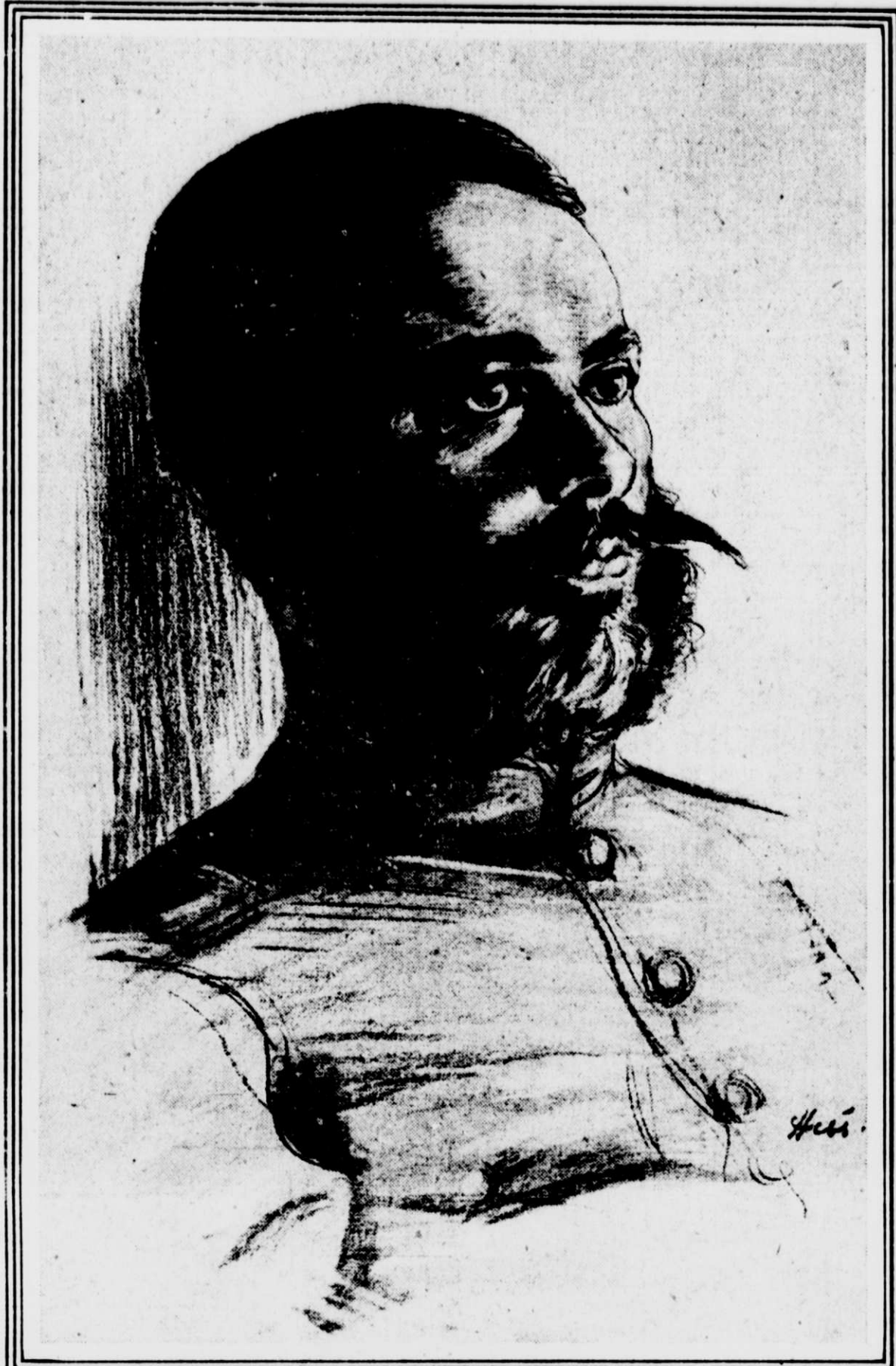


# Gen. Obregon Welcomes Capital as Mexico's Need

Intrepid Carranzista Leader, in First Interview, Denies Antagonism to the United States



Gen. Alvaro Obregon.

Gen. Obregon is six feet in height and weighs in the neighborhood of 150 pounds. He is all muscle and bone. He is military in carriage and always immaculate in dress. He is only 35 years of age and is a descendant of an old and well-to-do Sonora family.

Gen. Obregon is a widower and the father of two children. During the long months of his campaign he has kept up a constant correspondence with them. They are in the care of his sister, Sara Obregon, who is well known as a poetess in Mexico. The author of this article saw Gen. Obregon when he tried to sign his name to a letter written to his son with his left hand. That was several months after the battle of Leon, which he won at the cost of his right hand. The attempt to write the signature was a failure. "I will learn in time," he remarked as the left hand reached to accomplish the task.

When Gen. Obregon was in his early twenties he invented an agricultural machine which was patented in Mexico City. That he and his men stood ready to oppose Obregon. The man who accepted Obregon's offer was no other than Gen. Huerta, then directing the

operations of the Madero forces. Less than a year later Obregon was one of Huerta's most persistent military opponents.

From the first Obregon proved himself the master of Obregon. After the fall of the Orozco revolt Obregon returned to his ranch and resumed his life of a farmer, and nothing was heard from him again till the assassination of Madero. Obregon was the first one to join Carranza in his fight against Huerta and was one of the most persistent opponents of the old General.

When Huerta was told that Obregon had joined the forces opposed to him his advisers are said to have warned

him to keep an eye on him. "That man from Sonora," Huerta is said to have answered, "and if we can't buy him we will just have to kill him."

Obregon is something of a wit and roars of laughter at his sallies in his speeches. He is modest, tastes little credit into himself, and in all his public addresses places Gen. Carranza first and assigns all credit for the success of the revolution to him. Here is what he had to say when asked about his future and as to his loyalty to Carranza:

"I am a farmer and will remain one. I have no ambitions to be anything but a soldier. My military career was forced upon me, and I am anxious to return to my plow and home in Sonora. I am tired of denying the fact that I have been a soldier. I am not a politician. My work is the best evidence. I am ready and willing to give my life for my country and the cause. I am and will remain loyal to the First Chief and to the principles of the revolution. I have no other ambitions, except to see the triumph of the cause and independence of Mexico."

## MEETING THE FREIGHT CRISIS

THE extraordinary freight situation caused by the congestion of cars loaded with export goods at the seaboard has led the Pennsylvania Railroad to adopt a unique system of checking cars. So smoothly does the system work that at the end of every twelve hours those in charge of the work can tell exactly where every one of the road's 6,515 cars happen to be.

A special bureau, in charge of operating, traffic and accounting officers, has been established in New York to handle this work. This bureau keeps careful records of exactly where these cars are located, so that when ordered by a shipper for delivery they can be picked up and forwarded with the least possible delay.

Another special bureau has been established to take charge of the local freight situation on the New York division. There are six various divisions of the railroad at the present time, exclusive of cars of freight for lighterage, some 7,000-odd cars of slow freight for delivery or movement through the New York terminal district. This includes some 2,000 cars of freight for New England points. Records corrected every twelve hours show the exact location of each of these cars. This bureau is thus able to give shippers accurate information

as to possible delays in the delivery of any particular car.

These methods have proved effective in keeping the railroad open, and the officials assert that there is no congestion in the movement of westbound freight.

Despite all the precautions which have been taken it is admitted that there is considerable congestion in and about the New York terminals, but it is nothing more than can be expected with the very heavy movement of both export and domestic traffic.

The company is making strenuous efforts to handle the general freight movement so that there will be the least possible delay at all points on its lines to domestic business as well as export. With this in view, carloads were recently placed at New York on export flour and lumber. This was done to prevent congestion rather than to relieve it. An embargo also protects the available car supply.

There are at present stored at different points on the railroad 450 cars of flour and 125 cars of lumber under through bills of lading for export through the port of New York. Because of the slowness with which these cars are being ordered for delivery it has been found necessary in the interest of shippers as a whole that the railroad keep any additional cars loaded with these commodities out of this territory until some of the cars on hand have been taken care of. It has also been found necessary to place embargoes at the ports of

Philadelphia and Baltimore on export grain.

How the checking system works out is illustrated in the following table of the location of cars, as a recent date:

Location	Number of cars on hand
Greenwich	1,225
Hudson City	1,225
Jersey City	1,225
Manhasset Neck	1,225
Neversink	1,225
Port Jervis	1,225
Shenandoah	1,225
Union	1,225
West Point	1,225
Yonkers	1,225
Total	12,250

As will be noted from the above tabulation, the loaded cars are distributed over various parts of the railroad. This is in accordance with the plan inaugurated by the company when the present heavy movement of export freight began, of storing cars on side tracks at various convenient points. This is done in order that both the road and terminals may be kept open to handle as expeditiously as possible the large local and through domestic traffic, food supplies, etc., for large centres on the system.

# Americans Hopelessly Sentimental, Is Charge

Ford Peace Argosy an Evidence of Our Besetting National Sin, Declares Prof. Rudolph Binder

OUT of the trenches by Christmas," such is the slogan of the peace propagandist. One more evidence of America's hopeless sentimentality, declares Rudolph M. Binder, professor of sociology of New York University.

"Commonly, we get the following definition in effect from the average dictionary: Sentimentalism is feeling, partially enlightened by the intellect, yet refusing to be controlled by it. Reduced to its ultimate terms it resolves itself into a desire to get something without paying the price for it. This may seem like a thoroughly material analysis of sentimentalism, but unfortunately it is the dominant note in pretty nearly every expression of America's social life.

"The most important lesson any man can learn is the fact that everything worth while must be paid for in exertion, patience, work and systematic application. Statesmen of Europe, experts, so to speak, in the national and international problems, especially of the Old World, did their best months before the outbreak of war to prevent recourse to arms; millions of lives and billions of treasure have been given since hostilities began in an effort to settle by bloodless questions that apparently would not lend themselves to diplomatic adjustment; and the men in the trenches and their fellows on the battlefield have undauntedly faced appalling forms of attack, and have fought against odds unparalleled in the history of human strife. And yet the bitterness grows between the rival belligerents.

"Now comes Henry Ford with his peace argosy, and, seemingly utterly unimpaired of the state of affairs in Europe, he blithely proposes to sail to the other side with a crowd of misguided enthusiasts for the purpose of calling a strike in the trenches—in short, summarily to bring the conflict to a standstill. Angels, say we are told, fear to tread where certain human beings are wont to rush in. There is no need to be harsh, however, for Mr. Ford undoubtedly means well. But it is plain that he quite forgets that peace can be bought only at a price, and his hopeless sentimentalism has blinded him to that fact. Apparently he has not asked himself, 'Why should we interfere? What right have we to do so?' Nor has he pondered how his probable rebuff may reflect upon the American nation and even promote further irritation toward us.

"Mr. Bryan resigned from the Cabinet to promote peace, so he has said; but by the irony of fate was most severely criticised abroad by the very nation he seemed most desirous of placating. He left his chief just when the ship of state was amid stormy waters; but as he saw it, that was the road to a short cut to peace, if only others would follow in his footsteps. Out of dreams a fabric of international amity was to be fashioned, quite forgetting that precious blood had dyed the basic threads. Blood that would of necessity demand an accounting.

"Again, Jane Addams and her kind went to Europe to promote peace—women untrained in international problems seeking to settle offhand the gravest of questions. Miss Addams and her colleagues were politely received by diplomatic underlings, thanked for their good intentions and courteously dismissed. Sentimentalism had dared to 'butt in' to use a colloquial term, and, with characteristic incoherence, hoped to halt the irresistible grind of that dire machine, war. But those good souls stop for a moment to think what the price would be if that machine were not allowed to lose its grim momentum through national processes? Were the American people ready to pay that price? No, decidedly not; but American sentimentalism wanted to reach the goal without travelling the necessarily rocky road.

"These manifestations of sentimentalism in the cases mentioned are expressions of a very widespread state of mind, and they bear directly in and upon the question of our own security and the price of preparedness. No sensible man wants war, and least of all the soldiers in the trenches. We want to keep the peace, but even so, we must pay the price of that peace. The price is not a matter of choice. It is a matter of fact. We must be ready to pay it before it threatens, and the price must be paid sooner or later.

"Up at Poughkeepsie, last summer, the vicious youth of our country volunteered for training and a large share of those men were practically of the best and virtually trained athletes. And some when it came to training them ten miles a day, with their packs, most of them failed. And the better part of two weeks was needed to harden them up so that they could be fit for that fairly moderate task. While there one evening some conscripts of regulars came swinging into camp with the band playing an inspiring march. These men had endured thirty miles and didn't seem to care. They were trained soldiers and their preparation had taken months. Willingness and a sound body are helpful, but the sum of readiness is the product of hard work. I plenty of it, and application in many directions.

"And yet Mr. Bryan's deluding sentimentalism prompted him to proclaim that we could have a million men in arms in twenty-four hours; but of what earthly use? Have we entirely forgotten the lessons of the Spanish-American war? What of railroad and water transport? What about that complex organization, a thoroughly up-to-date quartermaster's department, and how about embalmers and the like? These things are not made or guarded against by the mushroom growth of a night's effort; they are the product of much study and a systematic upbuilding. No wonder that brilliantly satirized sheet sentimentalism makes sport of our militia and pictures a lonely recruit with the legend 'One more volunteer'.

"We are proud, but that very pride imposes a price of maintenance. Soldiers said perfect peace was for a world of angels; but an exhorting Bryan of a pacific Carnegie cannot make us that dizzy realm. We have got to grow to that degree of spiritual grace by a tedious process. We must evolve like the oak, not the orchid, and have our roots firmly planted in solid soil before we can raise our heads confidently aloft in the face of life's storms. The price of peace for the sentimentalists is the price of universal service or a volunteer or patriotic recruiting system. Auto-



Prof. Rudolph M. Binder. Photo by White.

heartily hated by every one of the battling European nations, for one reason or another; and be the outcome what it may, we shall have to pay the price of this attitude. If the Allies win, then friction will come through commercial competition in the world's markets, for a shilling is precious in the eyes of the British trader, and his Government is ready to support him far flung bid for business. The Japanese, too, are quite convinced that they are figuring potentially on the Allies' side, and success for them is reasonably certain to stimulate Japanese aggression in the Pacific. This need not be elaborated upon.

"On the other hand, should the Teutons prove the ultimate victors, we know that their bitterness toward us is doubly intense. With a navy substantially unimpaired and well nigh the whole nation trained to arms, what must we reckon on in the future? And facing either of these outcomes, what is the price of preparedness if we would have peace? Here's our sentimentalism betrayed us again."

"Beyond doubt, we must prepare for war, but how? We have lately heard that we should increase our standing army, augment the militia, and have further in reserve a big body of so-called 'continentals.' With the exception of the standing army, all of these are volunteers. Fine. But who will go to the front in time of need? Who will engage in an occupation of death duty to protect his neighbor's factory when that smug citizen remains at home and makes money out of army contracts? Didn't we have to resort to drafts in 1918, and the men that didn't go to the front paid the price for one that did? We can't pack at war, we must be ready long before it threatens, and the price must be paid sooner or later.

"Up at Poughkeepsie, last summer, the vicious youth of our country volunteered for training and a large share of those men were practically of the best and virtually trained athletes. And some when it came to training them ten miles a day, with their packs, most of them failed. And the better part of two weeks was needed to harden them up so that they could be fit for that fairly moderate task. While there one evening some conscripts of regulars came swinging into camp with the band playing an inspiring march. These men had endured thirty miles and didn't seem to care. They were trained soldiers and their preparation had taken months. Willingness and a sound body are helpful, but the sum of readiness is the product of hard work. I plenty of it, and application in many directions.

"And yet Mr. Bryan's deluding sentimentalism prompted him to proclaim that we could have a million men in arms in twenty-four hours; but of what earthly use? Have we entirely forgotten the lessons of the Spanish-American war? What of railroad and water transport? What about that complex organization, a thoroughly up-to-date quartermaster's department, and how about embalmers and the like? These things are not made or guarded against by the mushroom growth of a night's effort; they are the product of much study and a systematic upbuilding. No wonder that brilliantly satirized sheet sentimentalism makes sport of our militia and pictures a lonely recruit with the legend 'One more volunteer'.

"We are proud, but that very pride imposes a price of maintenance. Soldiers said perfect peace was for a world of angels; but an exhorting Bryan of a pacific Carnegie cannot make us that dizzy realm. We have got to grow to that degree of spiritual grace by a tedious process. We must evolve like the oak, not the orchid, and have our roots firmly planted in solid soil before we can raise our heads confidently aloft in the face of life's storms. The price of peace for the sentimentalists is the price of universal service or a volunteer or patriotic recruiting system. Auto-

paratively inexpensive. Not inexpensive in dollars, but costing little in time and application. We are quite willing to make our own decisions and to make ourselves dependent upon them rather than to cultivate by tedious effort our own resources. We have a striking example of this in the dye industry. Germany has shut off our supplies, and where do we find ourselves? Truly in a sad state of lacking self-sufficiency. This same indifference or dilettantism in education, instruction of the national mind, is going to cost us dear in the Pacific, where a thoroughly determined people, one keen for study, are going to cause us trouble.

"Finally, how does sentimentalism affect love and marriage? Offhand this can best be answered by saying that we are the most divorced nation in the world; the only reasonably close second being Japan. The right of divorce has been regulated by the Government only of late, and those Oriental, like children with new toys, are playing with that domestic remedy. Marriage is inspired all too frequently by a desire alone for the other party of the union without a willingness to assume the normal consequences. Children are not wanted, and very soon the couple cannot bear with one another's faults. Hence we have 'afflictions,' multiple divorces and childless unions. Worthy parenthood figures but little in the impulse to matrimony. Once more we are unwilling to pay the price. It is love at first sight and, figuratively speaking, marriage the day after. We don't want to give the time that serious consideration requires. We have no desire to ponder the consequences; away to the altar! And then, finding that we have made mistakes, we want to be let off easily and ask the law to undo our own acts before we are very much inconvenienced.

"What has caused America's distressing sentimentality? Primarily the tremendous fertility of the virgin land. We got everything easy for decades, and even if we could have been helped but progress. It was a case of easy come, easy go. We exploited the soil, we ravaged our forests, and so it went on. But just the same a day of reckoning confronts us. There is no longer the same easy outlet for a city's excess of population. The fruitful land does not beckon as it once did, and we are face to face with the problem of providing the needful sustenance. In consequence we have congested communities and the increasing demands of labor offend us. We resent serious study and labor, and yet these social questions can be solved in no other way.

"Take for instance a country like Holland, where every square foot of soil is treasured. And then there is the city of Amsterdam, built well nigh entirely upon a foundation of piles, the very timber for which was drawn from Scandinavia and America. But see what those industrious Hollanders have achieved! The battles they have had to fight because of lacking or scanty soil have made them the thrifty, enterprising bodies that they are.

"Further, the very conception of our democracy is wrongly interpreted. We take it to be a matter of right rather than one of duty. We want to share in results but not in exertion. Talking to kin the idea that all men are born equal sounds very well, but just between common men that sort of hyperbole does not count at all, and we know it. We are not born equal by any manner of means. Socialism is the direct outcome of a false understanding of the real meaning of democracy, and the individual's obligation here has made America a fruitful soil for this expression of social unrest. Every right involves a corresponding duty. Any other interpretation shows a failure of proper understanding.

"As has been aptly said, 'Genius is the capacity for taking infinite pains.' Genius is really only a strange index of a particular nature bent on an extraordinary capacity to do best in some particular direction, and to do that something very well. But even so the so-called genius must work. Conversely, more work won't make a man a genius, but that labor will make him a better and more useful citizen.

"The price of success is effort, and our sentimentalism makes us crave the fruits without inspiring us with a willingness to plant and cultivate.

"As might well be supposed, sentimentalism runs rampant through our attitude toward religion. Moody and Sankey were not the only ones who knew how the impossible was stirred popular imagination, and now of late we have had Billy Sunday. Nowhere else have the Moody and Sankey hymns had a vogue such as here. Piety and grace were to be had for the asking, and a man had only to open his mouth to do it. In spiritual uplift so speedily. No matter how much God abhors sin, still the sinner was his particular concern and had only to show a half-hearted disposition toward repentance to win absolution. As popularly conceived, Christianity was a matter of days of vigorous living, but a very comforting creed to be welcomed at the deathbed. We want to be saved but avoid the price of righteous living. The same persistent national incoherence is another manifestation of sentimentalism.

"But how can we root out this enslaving sentimentalism? How can we make of our native resources and our personal gifts the most possible under the conditions of our Government? Individualism, as I understand it, is a thing that the living of one's life works out regardless of one's fellows. It means making the very most of a man's talents and using the fruits of that work for the common weal. There must be no seeking for short cuts; we must take each our share of responsibility for the sake of the benefits and to the end of our fellow citizens. We are our diverse talents or capacities developed to their utmost.

"The best evidence of this disposition is openness to criticism and a readiness to prepare ourselves for all problems of life, whether they be purely personal, social, or domestic. We are already social animals. We should avoid that sentimentalism that now makes us weak and a likely object of attack in many ways. America, then, need not be hopelessly given to sentimentality, but may be in a fact wiser to garner in full the fruitful fruits of its place in the sun."

Pined for Keeping Squirrels in Cage.

WABASH, Ind., Dec. 4.—Arthur Shult, farmer, was fined \$25.00 in a justice court here today for keeping two squirrels in a cage, contrary to State law. Shult, however, caught the squirrels while hunting several days ago, and took them to his home, where he kept them in a cage. He placed the squirrels in a cage, and per mission was given him.